ing yellow lightship. As the preparatory gun boomed the breeze began to freshen, setting the prismatic bunting floating everywhere to crackling merrily. The high-sparred scrappers had plenty of sea room, as the fleet of revenue cutters and guard boats, under Capt. Thomas D. Walker, kept the course clear in a way that even Admira! Robley D. Evans could not, with all his naval forces, improve upon.

Capt. Sycamore of the Shamrock got the weather bulge on Capt. Barr at the start. Both vessels headed for the line on the starboard tack. The Shamrock was only two seconds ahead of the Yankee clipper. and the Briton's windward berth was of so mell account that she was unable blanket her antagonist, which took the wind over Shamrock's bow and showed hardly a tremor even in the leach of her mainsail. The yachts were so close together that the Shamrock was apparently reback draught from the Columbia. So about minutes after crossing the line the allm British ship broke with her rival and went on the port tack. Capt. Barr sent the Columbia pirouetting on her keel on the same tack about half a minute later, and thereafter he stuck to her with bulldog benacity, just as Capt. Sycamore of the Sharnrock hung to the Yankee boat. It was not only a great fight between the ships, it was also a royal battle between their mas-

They were close enough to see, with the mators, every little vibration of sail and ent of sheet or halliard. The m of the Shamrock prowded her lee rail to "keep her down to her racing lines." the Columbia lined her weather side. The yachts stood on the port tack about twelve minutes. Then the Columbia went the starboard tack, the Shamrock fol owing about a minute later. The Shamrook appeared to be heeling at a sharper angle nd footing it somewhat faster than the Yankee. The Columbia took a short board on the port and then another on the starboard, which brought her under the lee bow of the Shamrock, which held on. Both we pinching. The Shamrock seemed to be Smproving her wather position. mbla was trying to make up in footing what she was losing in pointing.

The most thrilling episode of the fight securred at 11:84 o'clock, when Capt. Barr widently thought he was far enough ahead ough to leeward, to cross the Briton's He put the white sloop about on the Would be fetch it? That was what agitated the Star Spangled Bannerites. They hoped he would, dancing nervously on all the crowded floating things within range of the yachts.

The Columbia came about on the star board tack. It looked for a moment as Capt. Barr had not miscalculated and had accomplished his object. There was much jubilation, but it was premature, as it was soon seen that the Columbia was still on the lee bow, but mighty close aboard the Shamrock

This discouraging revelation came to the throng astern by a shadow on the mainsail Columbia. It was the silhouette of the Shamrock's club topsail and it appeared and vanished in a manner that told plainer than an expert's opinion that the Columbia was leeward, the sun being to windward of the racers. At first just a mere patch of shadow showed on the Yankee's white sail. It travelled from leech almost to luff and back again. Then it went and then came again. Capt. Sycamore saw the experts surmised, that he was so clo might be backwinded if he didn't get out, so he sent the Shamrock on the port tack. Capt. Barr kept his course only fifteen seconds and put the Columbia around on the port. The wind was freshening a bit-probably it was about ten or eleven knote now-and Shamrock was folks aboard the Erin.

The American liner Philadelphia passe

not to affect them, and dipped her ensign while her passengers crowded to her rails to see the glorious fray. The Columbia went on the starboard tack, making only a short board. Less than two minutes later the Shamrock also tacked. Then the white sloop put about and again headed across the Shamrock's course, on the port tack in another effort to cross the bows of her bronze rival Again she failed, bringing up on the starboard tack on the lee bow of the Irish racer. The swells were longer than at the start, but they did not seem went about on the port tack and the Co lumbia followed, both standing for the outer fifteen-mile mark, the tug Edward Inchenbach. The regulation marking Soat, surmounted by a flashing ball of metal had been disabled and was taken aboard the tug. It was seen as she eased sheet a bit and headed for the mark boat that the Shamrock was going to beat the Yankee ship by seconds only. As she rounded the mark and let her boom swing out to port her alert sailormen began to lower her minnaker pole and send the voluminous sted her performance. There was an outburst of cheers, a lingle of bells, a weird shrick of sirens and a sporting and grunting and roaring of steam that ought to have

The Shamrock was 41 seconds ahead of her rival around the mark, and the anxious and tremulous patriots who knew the a few moments that the cherished mug would surely go abroad. They were the mark to a discord not less vociferous than that which made the heart of Capt. Sycamore beat high with hope. The Columbia was a little quicker with her spin-naker pole and had the sail run up in stops in a jiffy. Then came a speciacle that set most of the attending thousands wondering Neither skipper would break out his spinnaker Capt. Barr broke out a mere triangle of his, and Capt. Sycamore pulled out about as much of his. they waited and eved each other as wrest. lers preparing to grip for a tussle. Care Sycamore didn't want to risk a blanketing by being the first to set his great sail, for then, as a retired skipper on the press

boat Walter A. Luckenbach said the Columbia without her side sail could more readily bear down on him. The result was that the spinnakers blossomed almost simultaneously and the vachts howied or their course

The Columbia headed to the port of the Briton, setting her balloon jib topsail This may have given to the Vankee yach few seconds more speed. But it is more likely that her sitck model chiefly contributed to her superior running.

some the Shamrock's tars were massed on her after deck to keep her nose up to the Abourd the Columbia all hands were strong along the starboard side to keep the end of the boom from dipping But it . If You Have Something Special to Offer Shamrook Frequently they squared for by long lines of vachts, excursion hoats.
and tugs. The billowy balloons and spin-

is and symmetrical curves, made pictures that the navy of photographers devoted much care to capturing. Gradually the white sloop began to draw away from the Shamrock and gradually the hopes of the patriots rose from the dead level of despair. The wind fell to four knots or thereabouts and the slowest of the steam fleet had no trouble keeping up. Within three miles of the vellow lightship the sharps saw that the race was surely the Columbia's but by seconds only, measuring ship with The wind freshened a mile or so when the white boat was within an eighth of a mile of home, and the Shamrock was slightly benefited, being the first to fee

A magnificent fleet massed back nd to the sides of the finishiine gave to the victor as she swept majestically across the most delirious greeting ever accorded a Cup defender. Even the pandemonium steam and cannon, prolonged as never before, could not drown the shrill cheer of the happy Americans. From every packed tier of ocean, sound and river steamers thousands of men and wome waved hats and handkerchiefs and flags and umbrellas and let out all the energy of their lungs in cheers and yells. The Shamrock did not receive such tumultuous recog nitton, but she wasn't neglected. There was a crowding forward of all hands on the excursion craft to see victor and vanquished they passed in, lowering their light sails. The steamboat Gay Head's port guard was awash with the pressure of enthusiast who crowded to the rails to cheer the Columbia. Nearly every other steamer in the gorgeous fleet paid similar compliment to the white sloop and did not forget the Irish challenger

It was a slow race, although tremendous! nteresting. The time of the Columbia over the thirty-mile course was 4 hours 31 minutes and 7 seconds and that of the Sham rock 4 hours, 31 minutes and 44 seconds.

All the resplendent vachts that were ou n Thursday, with the addition of Charles Flint's phenomenally swift little Arrow twin screw, on her maiden spin in open water, were also out vesterday. The Nava Attaché of the Russian legation at Wash ington was aboard the Arrow. She didn' show her best speed as she was running under only one boiler, but she went faste han anything in the fleet

In the rush for the Narrows every ship per with a grudge against his fellow pilot or an ambition to beat him rang the jingle ell and smached through the swells Monmouth had it out with the City of Low ell and got the better of her. The Regatts Committee's tug Navigator and the Lehigh Valley tug Lehigh, both among the fastes ever seen in this harbor, had it hot and heav imost to the Narrows, for \$200 a side They have had brushes before and had agreed to fight it out at the finish of to-day vacht race Their little scrap was the talk of everybody on the accompanying tugs.

The Lehigh is somewhat smaller than Navigator, but is heavily powered. They held each other three or four miles, the Navigator belching volumes of heavy black smoke from her twin funnels. Then, off the West Bank light, the Navigato Narrows had the Lehigh beaten.

A GRANDLY CONTESTED RACE Shamrock and Columbia Close Tegethe All Over the Course

When the yachternen began to get read for the race vesterday morning the air was so light and was coming from the north west that it hardly ruffled the surface of the water inside of Sandy Hook, and the outlook was anything but promising. Hazy banks of thin fog hung around the horizon making things looks dreary and the lands men as they gazed on the scene expected another fizzie. The old saits, however at sea predicted a nice light breeze sufficiently strong to send the yachts over the Cup course within the time limit of five and a half hours, and every one who heard this prediction hoped that it might be true Inside the Horseshoe where the Columbia and Shamrock were anchored there was also quite a large fleet of steam the preparations made on the two racing vachts for the contest. There was lots of work to be done on each boat and Capte Barr and Sycamore had their men busy as soon as they had finished with their breakfast. Rigging was overhauled, for a careful skipper never goes to sea without seeing that all his standing and running gear is in good order. Sails were got o and before the two yachts slipped their moorings the itb and forestaysail was

sent up in stops. It was 9 o'clock when the tug Wallace Flint passed a line to the Columbia and proceeded to tow the yacht out toward the starting line. On board the Columbia with Mr. E. D. Morgan were Herbert C Leeds, who holds the watch: Cof. Emmett James Parker and A. C. Tower and H. M. McGildowney, who represented the Royal Ulster Yacht Club. As soon as the Columble had slipped her moorings the tug James A. Lawrence passed a line to the Shamrock and the bright bronze boat slipped her moorings and started out after Columbia. When she was clear of the point of the Hook the crew began to send he mainsail up, walking aft with the hal liards in getting the big piece of canvas up. Outside there was a light air coming in from the east by south, and as it in creased in force it began to look as though The sea was smooth, only the usua ocean rol' coming in from the southeast and it was a long, even, steady roll The vachts were towed slowly out toward the Sandy Hook Lightship, and when clear of the bar the sailors on the Columbia began to send their mainsail up. They led the halliards on each side of they pulled they stood still and passed the halliard along. The big sail was quickly hoisted. Being set to the satisfaction of Capt. Barr and Mr. Morgan, nothing more was done until they reached the lightahip.

PROMISE OF A PAIR WIND. They got to that point at 10 o'clock and the breeze had increased in force by that time so that it was blowing about six or seven knots it seemed a good, desistronger because the water was running out of the harbor, the tide ebbing, and the wind blowing ar inst the tide ruffled the surface of the water and made little flecks of white on the small waves. When they reached the lightship at a signal from the Shamrock's captain, the Lawrence headed the eacht in to the wind and held it there, while the crew prepared to send the club topsail along. The same sail that had been used on Thursday was selected for use again Three men went aloft. One climbed up and stood on the reak halliards, another stood on the jaws of the gaff and the third stood on the strut on the forward side of the mast. As the sail was boisted these three men

did dip, though no more than that of the in Real Latate, For Sale or To Let it will be to

guided it into position and then the spars to the mast and gaff. The hal-liards of the club topsail lead through a small ring set in the deck at the side of the mas and is set up from below. It looked odd o see the big club topsail going up aloft with only a haif a dozen men standing on the deck of the boat, all the others being below. Just as the Shamrock began t hoist her sail the tug of the Columbia held the American boat in the wind and her club topeall was sent aloft. Three men went aloft to guide it in place and then lashed t. Capt. Sycamore elected to set his top sail on the starboard side, while Capt. Bar chose the port side.

The club topsails were hardly up when he fleet of the Regatta Committee arrived on the scene. The members of the Regatta Committee were on board the Navigator big tug with two smokestacks. Superintendent Niels Olsen was on board the tug Edward Luckenbach, which was to log the course. The Buccaneer was ready to act e the guide boat and the Unique was on hand as general utility boat to be use if the starting line was shifted to some other point. It was not necessary, howto change the starting place, as a windward from the Sandy Hook Light ship. The first signal was hoisted on the Regatta Committee boat at 10:15 o'clock t was the flag for the letter C and signi led that the race would be fifteen miles o windward and return. Both yachts were ready by this time and two minutes later Columbia cast off her tow, broke ou ner jib and fore staysail and began sailing line square to the wind from the light hip, over which the vachte were to cross when they were started on the race and anchored south by west from the lightship At 10:21 o'clock the Shamrock cast of

er tow and broke out her jib and forestaveail and followed the example of the columbia sailing in and out among the vachts and vessels of the attending fleet The next signal from the committee boat gave the course. The flags were B C G hich meant east by south. The wind t this time was between seven and eigh snote strength, and there was every ind cation of it freshening before very long Just at this time the Shamrock lowere ner forestaysail. There seemed to be some trouble with the clew and several sailors were working on it for a few minites when it was hoisted again at clock. The members of the Regatta Committee had several messages wig wagged to the other boats of their fleet and then the Edward F. Luckenbach made wide turn in toward the westward and oming down toward the line cut it right n the middle and started to log the course The revenue cutters and guard ships be gan to clear the space around the lightship in order to give the yachts room o manceuvre. Capt Walker from the Gresham signalled to the other vessels of hi feet instructions which were rapidly carried out, and in a few minutes the Regatts committee decided that there was sufcient room to make the start, and at 10:45 'clock the blue peter was hoisted, giving the preparatory signal

MANOUVRING POR THE START When the preparatory signal was made at 11:45 the Columbia was on the port tack headed to the southward with the Shamock following about 300 yards in her wake Several men were on the Sharnrock's bow sending her baby jib topsail in stops / Both were south of the committee boat Navigator. The Columbia went on the starboard ack and with the wind about abeam stood back toward the committee boat end of the line passing to windward of the Shamrock The crew of the Columbia got the baby jit topeail up on deck and six men got ou on the bowsprit and began to send it up Before the Shamrock's baby jib topsail was hoisted up the wind got under the folds wanted. They were evidently satisfied on board to let it stay broken out and the men climbed inboard from off the bow-The Columbia hauled a little on the wind and stood out to the northeast, passing the committee boat on the windward side, just as the Shamrock took the port tack about a quarter of a mile to the southward of the committee boat.

Columbia then bore off and when five minutes of the time to get ready had elapsed, crossed the line from the windward side, heading toward the northwes Shamrock was reaching back with the wind ateam heading to the westward of the line When Columbia had got to leeward o the starting line she headed up for a moment toward the north and then hauling on the wind tacked to the northward of the light ship and headed southeast on the port tack. The Shamrock was then just passing to leeward of the committee boat at the couthern end of the line, and Columbia bore off and reached straight across the line. But as the Shamrock also bore off, Columbia luffed again and kept on toward the southwest while the Sham rock was heading about northwest. Two minutes before the warning gun the Columbia took the starboard tack and Shamrock hung up in the wind while the Columbia crossed her bow and then filled on a port tack heading south east. Columbia bore off and reached west with her sheet pretty flat until she go astern of the Shamrock and then gybing followed in the challenger's wake, both boats being on the port tack and heading toward the southeast. They were ther just to windward of the starting line to windward of the Columbia and stood back toward the line as the warning gun was fired at 10.55. Columbia took the port tack and headed back toward the committee boat end of the line running with the wind well aft and her sheets trimmed in The Shamrock at this time had the wind

over her port quarter and was heading toward the southwest. The two boats were drawing very near to one another. The Columbia broke out her baby topsail. hauled on the wind and stood toward the southeast on the port tack. Shamrock following about two lengths astern and a little to windward. Columbia was footing a little faster than the Shamrock and quickly opened up a gap between the two boats and then, with two minutes to go, she took the starboard tank Shamrock going about at the same time then southeast of the committee boat Shamrock being nearer that vessel and both reached back toward the southern end of the line with the Shamrock in the lead but Columbia rapidly closing up the space between the two boats and pinching a little to windward of the challenger columbia passed eastward of the committee boat and Shamrock to the westward Columbia hore down on the Shamrock but Capt Sycamore beld his luff, and Capt crossed the Shamrock's how just as the starting signal was made and both vachts hauled on the wind. They stood over the line with the Shamrock to windward of the

CAPT BARR OFTS BETTER POSITION AT START Capt Synamore had planted his heat to weather of the Columbia, but by skilful handling Capt Barr was just far enough ahead to get wind drawing clear into the

Columbia's headsails and the two yacht were so close together that the wind, back-ing off the Columbia's mainsail, was striking the Shamrock on the les side of her sails to her disadvantgae. The Shamrock was timed as she went over the line 11:00:14 and the Columbia two seconds later at 11:00:16. The position did not suit Capt. Sycamore at all and a minute after he crossed the line he threw rock around on a port tack and she was heading about south southeast. Capt. Barr kept the Columbia on the starboard tack for half a minute longer and then she went on the port tack at 11:01:45 Sham rock's sails were not trimmed as flat as they were in the trial on Thursday. The head sails were drawing well and Capt. Syca-more kept them full and the yacht was

footing fast. The Columbia on the weather quarter of the bright bronze boat, was being pinched Capt. Barr evidently trying to make the most of his weather position. He would sharply in order to make it point higher into the wind, while the Sharprock was kept steadily going ahead and she was pointing fully as high as the American It was soon evident that Columbia was not doing as well as her skipper expected. She was dropping down into the wake of the Shamrock and was getting a back draught from that boat, and at 11:14:40 the Columbia and headed about northeast The Shamrock took the starboard tack at 11:15:30. At this time the wind was blowing about eight knots an hour. was sufficiently strong to heel Columbia as much as those on board wanted her heeled, and the crew were lined up on the weather side. Shamrook, however, was standing up a little stiffer and the men were divided, several of them being pu on the lee side in order to get the yacht down to her bearings. Capt. Barr was again trying to work out across the bow the challenger and was pinching his in the wind. Capt. Sycamore sailed his boat very evenly, keeping her head sails drawing well all the time

At 11 22 10 the Columbia went on the port ogether on opposite tacks, Shamrock, hav ing the right of way, being on the starboard ack. It was an intensely exciting moment If the Columbia could cross Shamrock's bow it would be practically decided at once which would be the better boat under the conditions, but Shamrock, having the right of way would be able to force Columbia unless the American boat could cross the Britisher's bow with a good margin

Capt. Barr is a man who will take ever hance, and it was well known by those the attending fleet of steamers that if he could possibly do it the Columbia would he sent across Shamrock and be tacked at once on the weather bow of the challenger A stillness seemed to hang over everything men and women hung over the rails of the steamers and watched in breathless silence The two beauties rapidly drew together, untiat 11:23:05 Columbia's headsails shivered, and the crew jumped to their stations, and the next second the yacht was flung around or the starboard tack and Shamrock was ahead It was remembered that some years ago when the Valkyrie and Defender were racing and were drawing together under simila conditions, when the Defender forced the Valkyrie pandemonium reigned throughout the fleet, every one present being wild with delight that the American boat had shown per superiority so early in the race. Yester day there was no sign of joy and many had

grave fears about the fate of the Cup. The two vachts kept on heading towar the northeast, Capt. Barr trying by every bad position and Capt. Sycamore being equally determined to keep his boat in the The Columbia would bear off for an instant reach across Shamrock's bow, but Capt Sycamore kept his boat going steadily ahead, not varying his course a fraction a point. The wind was holding true times it would lighten a little and hen breeze up again, but so far it had not exceeded eight knots in strength Then Capt Barr tried a new tactic gave a good full to his yacht and romped her off in a desperate effort to draw enough ahead to offset what Shamrock was gaining in eating to windward and the space between the two vachts widened perceptibly. Then the wind freshened

ittle, increasing its force perhaps a knot. At 11:53:10 Capt. Barr gave the orde Ready about," and the men of his crew jumped quickly to their stations. "Hard ice." was the next order, and then Columbia took the port tack, Capt. Barr has ing decided to make another effort to pinch across the Shamrock's bow. Again the wo yachts were approaching on opposite tacks and again the Shamrock had the right of way. This tack was only a short one, and at 11 53 45, having failed in his fort, Capt. Barr threw Columbia around on the starboard tack, being close on to the lee bow of the challenger. The Columbia in the last two tacks had improved

way home in the policeman's protecting arms, is hugged to his mother's heart with a new joy. But the mother's heart is empty as her arms when her children goes through such an experience, appealing in vain for help to local doctors, who con-

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nearer to the Shamrock than she was when forced about at the first attempt that was made to get the weather position. The oun, which was shining brightly, then cast on the foot of Columbia's mainsail. It was an odd spectacle, but those who noticed it could tell easily how the two yachts were sailing, relatively. The shadow grew very romped off a bit, so that it entirely dis appeared. But a minute later Capt. Barr luffed a little and Capt. Sycamore, gave an extra jam to his yacht to get he up again and the shadow soon appeared again. This time it grew larger and larger showing that the boats were getting very close together

They got so close in fact that the back draught out of the Columbia's sail was hurting Shamrock and at 11:50:30 Capt Sycamore took the port tack with the Shan rock and fifteen seconds later Columbia followed the challenger about. Columbi was then just a little to windward of the Sharprock's wake. The yachts were then about south of the big hotel at Long Beach and were bucking into a head sea. The sea was an easy one, the roll being very long But it caught both boats under their bows either side Shamrock was not affected by this sea any more than the Columbia was, and in fact, as was proved later or she seemed to do better on the port tack than she had on the starboard tack. From a stern view of the two yachts it was doubt ful which one was in the lead, but it was generally conceded that if Shamrock led she had very little advantage over the white boat and so far the two had proved that they were very evenly matched under the conditions that prevailed.

The Shamrock was leading in the order in which they were heading, but Columbia was a little to windward of the bronze boat's wake and Capt. Barr was trying desperately to improve his position. On this tack they were heading southeast by south one half south which showed that they were sailing these and a haif points off the wind and they were footing re markably fast considering the breeze under SHAMBOCK AGAIN FORCES COLUMBIA

For more than half a hour they held on this tack and then the Columbia dropped down astern of the Shamrock and getting a back draught Capt. Barr took the star board tack with his racht at 12:32:15. The Shamrock held on the port tack until 12:33:50, when she went about and as she tacked Columbia again took the port tack, and the hoats were drawing together for the third time, with the Shamrock having the right of way, and for the third time the Sham rock forced the Columbia to tack, this time at 12 35 30, and the boats were head ing again in toward the Long Island shore olumbia was remped off in order to ge her wind clear and for a minute or two she footed very fast, but was not pointing nearly as high as the challenger. took the sea abeam on this tack and Capt Barr, after getting clear of the Shamrock started again to try and work the Columbia across the challenger's bow. Slowly but surely she pinched up and at 12 53 20 Shamrock, being back winded, went on the port tack and was followed twenty seconds ater by the Columbia. Light fleecy clouds screened the sun's

rave and from that time on it gradually got cloudier and cloudier and there were indications of rain falling before long The mark boat was in sight and the tw yachts were heading for it. Capt. Sycamore pinched the Shamrock so that the chalenger got dead shead of the Columbia and was back winding that boat, but as they could fetch the mark on this tack Capt Barr could not afford to tack to get into better position. On nearing the mark boat it was seen that the mark had been wrecked in some way and a red flag with men that they were to turn the tug boat and according to the instructions it had to be left on the starboard hand. Cant Sycamore kept on pinching the Shamrock and although the boat was not footing as fast as she had early in the race she was leading the Columbia on the tack toward the mark. He kept these tactics up until he was able to start sheets and then the Shamrock left the Columbia fast as she

The Shamrock turned the mark at at 1 25 53. On the beat of fifteen miles out the Shamrock had taken 2 hours 24 minutes and 58 seconds and the Columbia 2 hours 25 minutes and 37 seconds, so that the Shamrock in turning to windward had saluted by the fleet of steamboats and vachts that formed a semi-circle around the turning mark and then the race home began The Shamrock gybed her boom over

o port twenty-five seconds after turning the mark, while the Columbia gybed four teen seconds after she passed the tugboat Capt Barr making a closer turn with his vacht in an effort to get the windward of the Shamrock. Capt. Sycamore was not going to allow this if he could help it and he luffed sharply in order to keep Columbia from getting on his starboard quarter. All was life on the deck of each yacht sailors were on the jump to get the light sails out for the run home. Shamrock's spinnaker pole was hoisted up along side the mast, placed in the socket made to receive it and then lowered outboard while the crew on the Columbia hauled the spinnaker pole forward and swung it outboard but neither captain was ready to have the spinnaker set yet. Capt Barr wanted if possible to get to windward of the Shamrock and Capt Sycamore would not set the Shamrock's spinnaker until be was satisfied that the Columbia had squared away on her

but they were not broad off and the Co lumbia was luffed sharply in another effort to get the weather of Shamrock, but this Capt. Sycamore would not allow, and Shamrock luffed, too, The two yachts reached toward the northwest and drew so near to the northern line of steamers that the officers of the revenue service on the guard ships had to hustle to get the course clear, At 130 the Columbia bore away and Shamrock followed at once When reaching toward the northwest the Columbia had been following right in the wake of Shamrock, but when they squared away toward the wost the change in the course put the two severy nearly on even terms, the Statuck leading by about three lengths.

CAPT. BARR'S TRICE TO US NOT WORK

Spinnakers were hauled outboard or both yachts and then Capt. Barr tried a shrewd trick hoping to bluff the English skipper into breaking out Shamrock's spinnaker. The spinnakers were hanging in stops and Mate Lem Miller, with a fer men on the starboard side of the Columbia hauled on the sheet so that one stop was broken, and the wind, getting in under the folds of the sail, made is appear for a moment us though those the Columbia had decided to set their light canvas, signifying by so doing that they had given up the fight



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to try and get the weather position, and were bound home by the shortest course The canny Scot, who is sailing the Coumbia, evidently hoped that on the Shamrock when they saw this piece of the spinnaker break out they would break heir sail and then being under a disadvantage, the Columbia would be able to coveted weather position, but Capt. Sycamore was not to be caught by any such trick as this, and as if to answer and laugh at the Scotchman's effort a tug was given to the apinnaker sheet on the Shamrock and one stop was broken out on the yacht's light sail and then another gentle pull was given and one more piece of cord was proken, so that on the Shamrock just a little bit more of the big piece of canvas was filled by the wind

Seeing that the bluff did not work, Columpia's spinnaker was broken out a minute This was at 1.31 o'clock and then the Shamrock's hig sail was flowed out in the wind and sheeted home. The Shamrock's sail, however, did not break as nicely as Columbia's Two or three stops at the head had been put in a little too tight and a man was sent up to the truck to break the stop. The spinnaker on each yacht was guyed pretty well forward, but it was some minutes before hey drew as they should Shamrock's lifted high in the air, while 'olumbia's was hanging limp. Columbia rolled considerably and her boom caught the tons of the seas which were rolling on toward the starboard quarter of each vacht. Jib topsails were lowered. Shamrock's were taken in at 1 33:25 and Columbia's a few seconds later and then the bowsprit men climbed out and snapped the balloon jib topsails on to the stay while the halliards men holeted them up to the

The Columbia was the first to break this big piece of canvas, and it was sheeted out at 135 50 and then the jib and the fore staysail were lowered to the deck. On the Shamrock the fore staysail was lowered and that yacht's big headsail was not drawing until a minute later. Then her jib was lowered. No oriticism could be made of the trim of the sails on either yacht. On each boat the spinnaker spilled wind On each balloon, and, considering the light-ness of the breeze, the sails filled out well and were doing good work. When the ness of the breeze, the sails filled out well and were doing good work. When the jib and the fore-staysail on each boat had been stopped up again ready for use in case they were needed, the crews settled down in their places to keep the yachts on aseven a keel as possible. The Columbia's men were well aft, but on the starboard side. The weight was placed there because the yacht was rolling considerably and dipped her boom into the water, and with the weight on the opposite side from the boom the yacht was kept much steadier. COLUMBIA TAKES THE LEAD.

On the Shamrock the men were all gathered on the taffrail in order to lift the bow as much as possible and shorten the water-line. The Columbia then began to pick up. Slowly but surely she closed up the gap between the two boats and then her bowsprit lapped the end of the Shamrock's hull. On she went, inch by inch, until the two masts were side by side. This was at 146 o'clock. The American boat did not stop here, but showed that if she is not as good a boat as Shamrock turning to windward her model is a superior one for running. It was evidently the full waterline of Shamrock that hurt her chances off the wind and the narrower, leaner bow. waterline of Shamrock that burt her chances off the wind and the narrower, leaner bow of the Columbia was more easily pushed through the water than the fuller body of the Shamrock. Then the Columbia took the lead and she went on until at 155, when about three boat lengths ahead of the Shamrock, the Shamrock began to close up the gap again.

the Shamrock, the Shamrock began to close up the gap again.

Capt. Sycamore had worked his boat down so that the Columbia's wind was not drawing freely, and her headsails fluttered and drooped when the wind fell out of them. A few men on the Columbia were called aft, changing the trim of that yacht just a little and then she began to forge ahead a little more. But it was only for a few minutes, when the Shamrock again began to close up the gap. SHAMROCK HOLLS HER OWN AT RUNNING

Those who had hoped to see the Columbia run away from the Shamrock and had hanked on the wonderful running qualities banked on the wonderful running qualities of the American yacht were sorely disappointed at this change in the situation and they could hardly account for the change. The Shamrock closed up inch by inch, probably because she was favored by a little stronger air and closed up the distance between the two boats before the puff reached the Columbia, and then again the Shamrock was in a position to break the wind before it reached the Columbia. But when she got within two boats.

bia But when she got within two boat lengths of the American yacht the Columbia began to draw ahead again.

The picture the yachts presented on their run home was one of the grandest ever witnessed in the history of the America's Cap. A long line of steamers, yachts, and tage, were sailing to the westward on the northern side of the course and they were kept at a respectful distance from the yachts by revenue cutters and by yachts that had been impressed into the quart service, each one having guard service, each one having a revenue officer on board and each one fiving the revenue service flag. To the southward was another long line of vessels guarded

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on the inside by other revenue cutters and yachts and in the lane of water between these two were the racing yachts. Columbia leading, her white sails looking spotiess against the leaden sky and dark-colored water, and her crew all lined up against the starboard rail, not a man moving for fear of altering the trim of the yacht and so retarding her progress through the water. On the tatrail stood Mr. Morgan and some of his friends and at the wheel was Capt Barr, the shrewdest skipper in this country. Just astern of her and a little to the north of the wake of the Columbia was the challenger for the America's umbia was the challenger for the America lumbla was the challenger for the America a Cup. Her bronze sides and her towering mass of canvas stood out prominently because of the peculiar reddish tings of the duck which Mr Ratsey uses to make his sails. The Shanrock's men were all well aft and Capt. Sycamore was standing at the tiller.

Keeping abreast of the yachte and mov receiving along evenly with them were the tugs used by the committee of the New York Yacht Club in charge of the races. On the northern line was the Erin, Sir Thomas was standing on the bridge watching every move that was made in the contest which was to decide whether the cup emplemant of the yachting championship of the world was to stay in this country for another period of time or was to cross the ocean and he raced for again in British waters and he raced for again in british waters.

In a corresponding position on the southern line was the black-hulled steamer of Mr. J. Pierpont Morgan, owner of the Columbia. Mr. Morgan was not on board, but at the masthead of the Corsair flew the blue pennant of Commodore Lewis Cass Ledyard of the New York Yacht Club. The spectators on the excursion steamers crowded to the sides of those vessels from which a good view of the race could be had On some steamers men had climbed up On some steamers men had climbed up into the rigging and all of them had a list caused by the weight of the passengers being crowded to the side nearest the wachts. The wind held true; sometimes it freshened just a little and then it lightened, but the court blaw less than seven knots and its it never blew less than seven knots and it rarely exceeded eight knots in force. But as it lightened or increased in strength the vachts would see-saw, first the rock gaining until it looked as though the challenger might, after all, take the lead and then the Columbia drawing away and dashing the hopes of those wh the Columbia was near enough to e race by her time allowance.

NIP AND TUCK RACE FOR THE LEAD.

Five minutes after 2 o'clock the Shamrock began to close up again on the leader and for ten minutes slowly but surely she shortened the stretch of water that extended from her bow to the Columbia's stern. She got within a couple of lengths of the Columbia this time and then stopped and for some time the two boats sailed without changing their relative positions an inch. Then, at a quarter after two, Columbia slowly drew away again. The wind seemed very light and the yachts were travelling between six and seven miles an hour. They had not reached Long Beach Hotel, which was not half way home on the windward course. NIP AND TUCK RACE FOR THE LEAD.

The Columbia was rolling considerably and the Shamrock salled on a much evener keel, but in spite of this Shamrock could not make better time through the water than the American champion. The Columbia increased her lead to about two hundred able to draw shead an inch further. At 225 o'clock Shamrock again got a little puff that enabled her to close up the gap and when they were south of Long Beach. Hotel, at 2:30 o'clock, the Columbia was leading by about three lengths. It has been nip and tuck from the start to the weather mark and it was nip and tuck all the way home. The Shamrock had the advantage on the way out, but the Columbia had the advantage where it would count had the advantage where it would count best on the way home.

For the next fifteen minutes no change

For the next fifteen minutes no changewas made in the relative position of the two boats. The guide boat which was showing the way to the finishing line was a few miles ahead, and it showed that the wind was still holding true and the yachts unless a shift came soon, would be able to hold their spinnakers right up to the end of the race. There was nothing that could be done on either boat to improve her speed. The sails were trimmed perfectly and the The sails were trimmed perfectly at the sails were trimmed perfectly and triversess were placed in a position to trive the yachts so that they would sail at the best. The bright sunshine of the earlier morning had disappeared and dult, leader colored clouds hung around the sky, making the scene somewhat gloomier than it has been when the vachts started our Fo very little change in their relative positions. The Shamrock would close up a little and then the Columbia would draw away little, but the space between the two box. have the race won. Of course, if the bia succeeded in keeping in front unti-finishing line was reached, no matter close the Shamrock might be astern Columbia would win, because the Shan rock crossed the line two seconds ahead her, and then the Shamrock had to allo her, and then the Shamrook had to allow forty-three seconds to the American boa. In order to win the race the Shamrook would have to be far enough ahead to make up the two seconds difference at the stand the forty-three seconds she had allow. It was still possible that a luck pull might send her ahead, and there we always a chance of an accident on eithe boat or a mismeye on the part of the handling the vachts, but the lucky pull the accident or the error of judgment due to the come, and the Columbia kept ahead.

When the lightship was sighted ab-iree miles away the captains of the fire miles away the captains of the e-cursion steamers started about in order place their vessels in positions near I finishing line so that their patrons mig-have a good chance to witness the vach-as they completed the contest. The r-fect of the steamers rushing about ma-ind for the vacht's as it churned up the bed for the yacht's as it churred up to sea and made it quire temps, but it don't injure one yacht's chances more than injure one yacht's chances more than injure one yacht's chances more than injure to the committee's tag the Navigathad game ahead and made the finish line suchoring so that the line was squate the course and as nearly as possible the same position as the was what it